

## Special Public Notice

ISSUED: July 13, 2007 EXPIRES: August 13, 2007

Applicant: Minnesota Department of Transportation

REFER TO: 2006-2250-JJY SECTION: 404-Clean Water Act

NOTICE OF AVAILABILITY OF THE TRUNK HIGHWAY 41 TIER 1 DRAFT ENVIRONMENTAL IMPACT STATEMENT AND A PROPOSED CLEAN WATER ACT SECTION 404 REVIEW PROCESS

1. PURPOSE OF THIS PUBLIC NOTICE. The purpose of this public notice is to invite public comment on the Tier 1 Draft Environmental Impact Statement (DEIS) prepared by the Federal Highway Administration (FHWA) and the Minnesota Department of Transportation (MnDOT) for the purpose of selecting a new Trunk Highway 41 Minnesota River crossing in the vicinity of the Cities of Chaska, Carver, and Chanhassen, and Dahlgren Township in Carver County and the City of Shakopee and Jackson and Louisville Townships in Scott County. The approximate decimal degree coordinates for the center of the project area are Latitude 44.76 and Longitude -93.62.

The attached figures, labeled 2006-2250-JJY 1 of 6 through 2006-2250-JJY 3 of 6, show the study area and the alternative corridors that have been evaluated in the DEIS.

The Army Corps St. Paul District (Corps) is a cooperating agency in the preparation of the TH 41 Tier 1 EIS, and will be applying Clean Water Act (CWA) Section 404 evaluation criteria to the DEIS and the selection of a corridor for the TH 41 improvements. The Corps has consulted with the FHWA, MnDOT, the U.S. Environmental Protection Agency (EPA), the U.S. Fish and Wildlife Service (FWS), and the Minnesota Department of Natural Resources (MnDNR) in proposing a process to conduct a CWA Section 404 review concurrently with the tiered EIS process.

The attached figures, labeled 2006-2250-JJY 4 of 6 through 2006-2250-JJY 6 of 6, provide a comparison of the environmental impacts among the alternatives evaluated in the DEIS.

2. BACKGROUND. Section 404 of the CWA prohibits discharges of dredged or fill material into waters of the United States unless the work has been authorized by a Department of the Army permit. Waters of the United States may include rivers, lakes, ponds, streams, wetlands and other aquatic resources.

The Corps' evaluation of a CWA Section 404 standard permit application is a three-part analysis that (1) determines whether the proposal complies with the Section 404(b)(1) Guidelines, under 40 CFR Part 230.10, (2) evaluates the proposal's impacts in accordance with the National Environmental Policy Act (NEPA), under Appendix B of 33 CFR Part 325, and (3) determines whether the proposal is contrary to the public interest, under 33 CFR Part 320.4(a).

The proposed project is not currently programmed for construction within the next 20 years. However, FHWA and MnDOT have identified a need to preserve a corridor that best meets the project objectives as soon as possible, since the rapid development of the study area would further limit available options for meeting the transportation need. Therefore, FHWA and MnDOT are using a "tiered" two-step environmental review process (as permitted by the National Environmental Policy Act (NEPA) regulations and by Minnesota Rules 4410.4000) for the proposed project.

The Tier 1 EIS will address the social, economic and environmental issues associated with alternative corridor locations in order to identify a preferred corridor for the project. A Tier 2 environmental process, which will be initiated at a time closer to project construction, will address project-specific issues and focus on the proposed project's design alternatives, environmental impacts and mitigation.

FHWA and MnDOT requested that the Corps serve as a cooperating agency in the preparation of the Tier 1 EIS, and review the EIS for consistency with CWA Section 404 requirements. In addition, because this proposal is being studied as a tiered process, with the location decision being made during the Tier 1 process and the specific design decisions being made during the Tier 2 process, FHWA has requested that the Corps document their concurrence or non-concurrence at major milestones during the development of the Tier 1 and Tier 2 EIS.

Due to the forecasted development in the study area, it is anticipated that there would be less opportunities to avoid and minimize impacts to Waters of the U.S. and aquatic resources if the tiered EIS process were not used to preserve a corridor. Therefore, the Corps has agreed to conduct a CWA Section 404 review concurrently with the tiered EIS process.

- 3. CONCURRENT REVIEW PROCESS. The Corps intends to carry out the following actions to implement a CWA Section 404 review concurrently with the TH 41 tiered EIS process.
  - a. Solicit public input, by issuing this special public notice, on the proposed incorporation of CWA Section 404 requirements into FHWA and MnDOT's selection of a preferred river crossing location as part of the Tier 1 DEIS.
  - b. Address comments received in response to this public notice, and hold a state/federal interagency meeting to discuss agency comments on the tier 1 DEIS. After fully considering public comments and agency input, the Corps will determine whether the purpose and need and the alternatives analysis in the Tier 1 DEIS satisfy CWA Section 404 requirements.
  - c. Upon notification by FHWA and MnDOT of their selected alternative, hold a state/federal interagency meeting to discuss the preferred alternative, and solicit agency input whether the selected alternative, on a corridor level, would satisfy CWA Section 404 requirements. In addition, potential mitigation options would be discussed on a conceptual level.
  - d. Issue a second special public notice, summarizing comments received on first PN, announcing the availability of the Tier 1 Final EIS, identifying FHWA and MnDOT's selected alternative, and the Corps' determination whether the selected alternative would satisfy CWA Section 404 requirements on a corridor level. This notice would also include a 30-day public comment period.
  - e. Prepare an administrative record of this process, addressing comments received in response to the second public notice. This administrative record would be closed until FHWA and MnDOT initiate the tier 2 EIS process.

4. <u>DOCUMENT AVAILABILITY</u>. This public notice is available on the Corps' internet web site at

http://www.mvp.usace.army.mil/regulatory/.

The Tier 1 DEIS and other information and analysis is available on the MnDOT internet web site at

http://projects.dot.state.mn.us/srf/041/report/index.html.

- 5. FEDERALLY-LISTED THREATENED OR ENDANGERED WILDLIFE OR PLANTS OR CRITICAL HABITAT. This proposal is being coordinated with the U.S. Fish and Wildlife Service. Any comments it may have concerning Federally-listed threatened or endangered wildlife or plants or their critical habitat will be considered in our final assessment.
- 6. <u>HISTORICAL/ARCHAEOLOGICAL</u>. This public notice is provided to the National Park Service, the State Archaeologist, and the State Historic Preservation Officer to help determine whether there are known cultural resources which may be present in the Tier 1 DEIS study area.
- 7. REGULATORY AUTHORITY. Conducting a CWA Section 404 review concurrently with the tiered EIS development process does not guarantee that the analysis done would result in a permittable project. It only gives an indication whether, based on the available information, the analysis done would likely satisfy CWA Section 404 review requirements. Use of this merged review process in no way precludes the Corps from exercising any provision of its authorities and policies during any subsequent permit evaluations.
- 8. REPLIES/COMMENTS. The Corps invites public comment on both the Tier 1 DEIS and the proposed implementation of a concurrent CWA Section 404 review process and tiered EIS process.

Interested parties are invited to submit to this office written facts, arguments, or objections within 30 days of the date of this notice. Replies may be addressed to St. Paul District, Corps of Engineers, ATTN: OP-R/JJY, 190 Fifth Street East, St. Paul, MN 55101-1638. Questions about the proposal may be directed to Joseph Yanta, at telephone (651) 290-5362, email address joseph.j.yanta@mvp02.usace.army.mil, or fax (651) 290-5330.

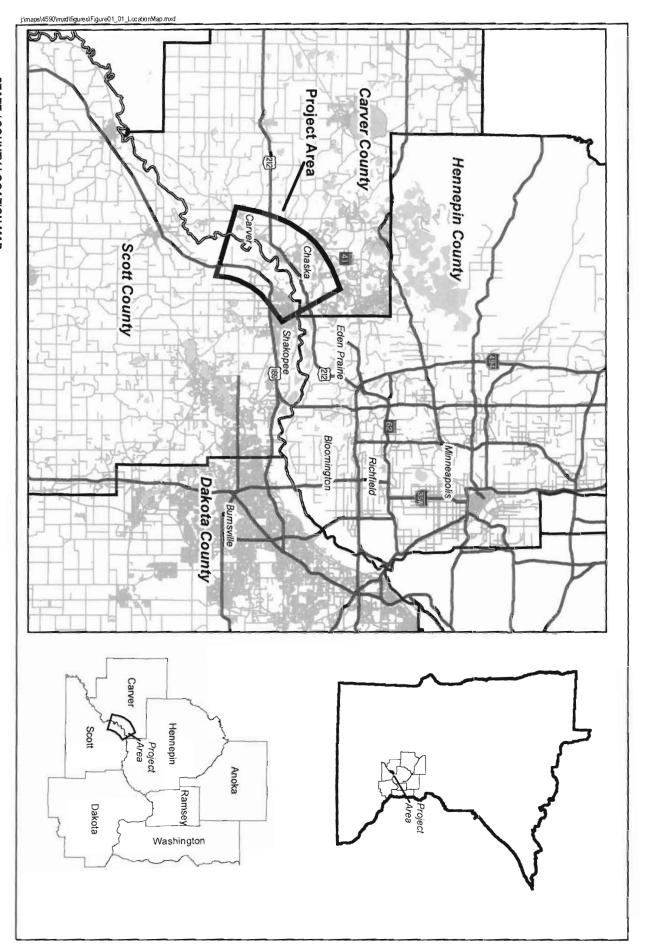
Maria P. Valencue

Robert J. Whiting

Chief, Regulatory Branch

Enclosures

NOTICE TO EDITORS: This public notice is provided for your information only and is not a request for publication.



STATE / COUNTY LOCATION MAP

TRUNK HIGHWAY 41 MINNESOTA RIVER CROSSING

Draft Environmental Impact Statement S.P. #1008-60

Minnesota Department of Transportation

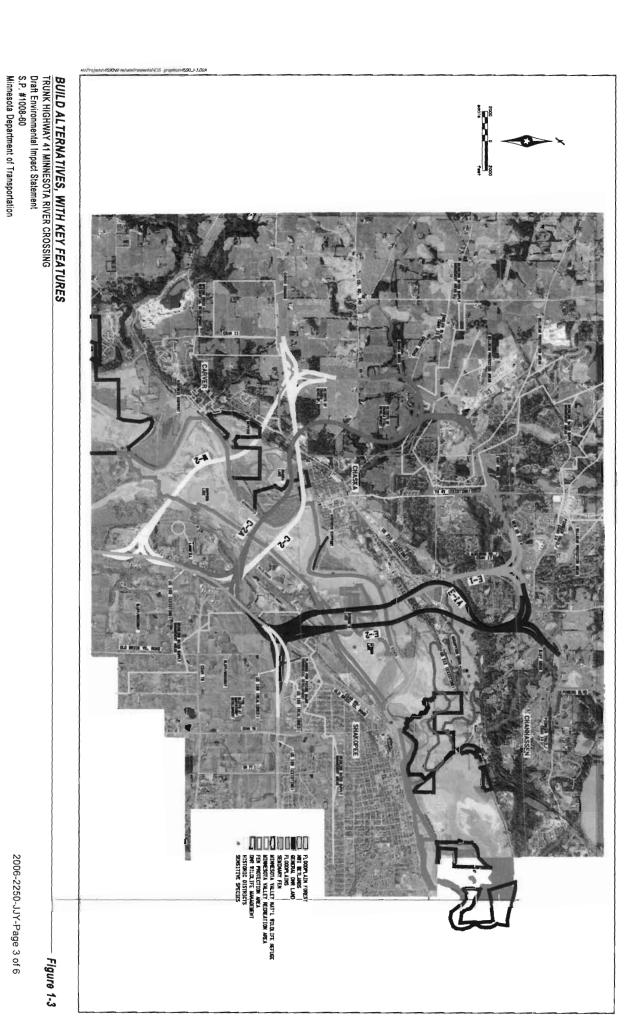
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TRUNK HIGHWAY 41 MINNESOTA RIVER CROSSING Draft Environmental Impact Statement

S.P. #1008-60

Minnesota Department of Transportation

Figure 1-2



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TABLE 1-4 IMPACT SUMMARY

55,000  21,300 22,100 23,100 24,300 129,000 129,000 132,000 133,000 134,350 13 industrial/commercial 15 public 11 offer 13 industrial/commercial 25 public 11 offer 13 industrial/commercial 25 public 13 industrial/commercial 254 employees					ALTERNATIVE	S		
	TRANSPORTATION AND EIGHT IMPACT	1	W-2	C-2	C-2A	E-1	E-1A	E-2
State   Stat	Capacity Improvement and Relief to Other River	Crossings						
file for Fromings ADTI (2000)         3,5100         1,5200         21,500         21,000 </td <td>New TH 41 Average Daily Traffic (ADT) (2040)</td> <td>N/A</td> <td>45,000</td> <td>48,000</td> <td>43,000</td> <td>56,000</td> <td></td> <td>59,000</td>	New TH 41 Average Daily Traffic (ADT) (2040)	N/A	45,000	48,000	43,000	56,000		59,000
14 ct   12 c	Other River Crossings ADT (2040)							
wing (b)         1,1000         1,1000         1,0000         2,0000         2,0000         2,0000         2,0000         2,0000         2,0000         2,0000         2,0000         2,0000         2,0000         2,0000         2,0000         2,0000         1,000	• CSAH 9/45	25,100	24 700	27,000	24,800	21,800	• 25 100	24,300
11   1000   115,000   11		34,000	30,400	30,000	29 900	24 800	24 300	23,200
of Companion (2010)         4,130,000         4,131,000         4,131,000         4,131,000         4,131,000         4,131,000         4,131,000         4,131,000         1,130,000         4,130,000         1,130,000         2,130,000		• 141,000	• 135,000	• 135,000		131,000	129,000	129,000
Interpretation (Companion (Control))         0	• I-35W	• 133,000	• 133,000	• 133,000		<b>•</b> 132,000	132,000	• 132,000
Bill classes   Constant   Const		•		•				
A		• 10						
A	<ul> <li>Existing Highway 101 river crossing</li> </ul>	• 10		1		1	ı	
College   Coll	Regional Efficiency (2040)							
1,000   1,00		N/A					4 000	
	Safety			4	- 1	- 1	J	
1,058   1,058   1,058   1,058   1,058   1,052   1,058   1,052   1,058   1,052   1,058   1,05	Crashes (2040)							
Perceasy   9,410   9,431   9,435   9,435   9,434	• Freeway	996	· 1,058	• 1,052	<b>1</b> ,058	• 1,052	1,055	1,053
	Non-Freeway	9,430		• 9,460	9,468	9,435	• 9,444	9,438
Pper day (% of ADT) (2449)	DOWINGWII CHASKA		- 1	and another and decrease animals of	for transports coming horardon	a/flammable materials	5	25
Part day (% of ADT) (2040)	Oner			ncrease salety and decrease number of vergency response times, especially du loycle or vehicle-pedestrian conflicts.	ing flood conditions.	MIATUMADIC MAICHAIS.		
1,000 (3)	Trucks per day (% of ADT) (2040)  New TH 41	• N/A		• 2.350 (5)	• 2.210 (5)	• 3.650 (7)	• 4.130 (7)	• 4.040 (7)
		2,700 (7)		700 (3)		700 (3)	700 (3)	• 700(3)
2.000 dollars) (rounded to \$10Nf)		• 1,400 (4) • 8,900 (6)	• 1,500 (5) • 8,700 (6)	• 1,500 (5) • 8,700 (6)	· -	• 1,300 (5) • 8,300 (6)		• 1,000 (4) • 8,100 (6)
27005 foliars) (rounded to \$10M)	Fiscal							
Right of way   N/A   \$ 55.5 80M   \$ 55.5 8	Cost (in 2005 dollars) (rounded to \$10M)		M0013-5113	MSSES 2008	WSORS SACS	\$375. \$460M (low profile)	- 1	\$270 \$440M (low posite)
Right of way   N/A						• \$395-\$485M (high profile)		• \$375-\$450M (high profile)
2.43   3.39   3.29   3.29   2.33   2.20   2.33   2.21     2.22   2.23   2.23   2.22   2.23     2.23   2.24   2.25   2.25   2.25   2.25     2.24   2.25   2.25   2.25   2.25   2.25   2.25     2.25   2.25   2.25   2.25   2.25   2.25   2.25     2.25   2.25   2.25   2.25   2.25   2.25     2.25   2.25   2.25   2.25   2.25     2.25   2.25   2.25   2.25   2.25     2.25   2.25   2.25   2.25   2.25     2.25   2.25   2.25   2.25   2.25     2.25   2.25   2.25   2.25     2.25   2.25   2.25   2.25     2.25   2.25   2.25   2.25     2.25   2.25   2.25   2.25     2.25   2.25   2.25     2.25   2.25   2.25     2.25   2.25   2.25     2.25   2.25   2.25     2.25   2.25   2.25     2.25   2.25   2.25     2.25   2.25   2.25     2.25   2.25   2.25     2.25   2.25   2.25     2.25   2.25   2.25     2.25   2.25   2.25     2.25   2.25   2.25     2.25   2.25     2.25   2.25   2.25     2.25   2.25   2.25     2.25   2.25   2.25     2.25   2.25   2.25     2.25   2.25   2.25     2.25   2.25   2.25     2.25   2.25   2.25     2.25   2.25     2.25   2.25   2.25     2.25		N/A		• \$75-\$105M • \$380-\$460M		<ul> <li>\$100-\$135M</li> <li>\$475-\$495M (low profile)</li> </ul>		• \$ 60- 80M • \$430-\$520M (low profile)
• 258 acres         • 320 acres         • 301 acres         • 301 acres         • 214 acres         • 204 affected parcels         • 84 affected parcels         • 84 affected parcels         • 84 affected parcels         • 4 affected parcels         • 114 residential         • 115 residential         • 13 residential		1114	3 43	330	3 20	2 22	223	2 94 30-\$030ter (mgn prome)
• 258 acres         • 320 acres         • 301 acres         • 301 acres         • 214 acres         • 204 affected parcels         • 30 festdential         • 15 residential         • 15 residential         • 15 residential         • 12 festdential         • 14 affected parcels         • 204 affected parcels         • 30 residential         • 114 residential         • 115 residential         • 126 residential         • 13 residential         • 126 residential         • 13	SOCIAL, ECONOMIC AND ENVIRONMEN	TAL IMPACTS	3.49	3,37	3.27	2.33	2.11	2.04
N/A   17 agricultural   15 residential   15 residential   15 residential   15 residential   17 agricultural   15 residential   17 agricultural   18 industrial/commercial   16 industrial/commercial   16 industrial/commercial   16 industrial/commercial   18 gricultural   19 public	Right of way			• 320 acres	301 acres			• 194 acres
N/A 17 agricultural 15 agricultural 17 agricultural 17 agricultural 18 industrial/commercial 16 industrial/commercial 16 industrial/commercial 18 industrial/commercial 19 public 29 public 20 publi				15 residential	· 69 residential			· 42 residential
15 industrial/commercial   16 industrial/commercial   29 public   20 public   29 public   20 public   29 public   20 public		N/A	· 17 agricultural	· 15 agricultural	· 17 agricultural	· 11 agricultural	10 agricultural	9 agricultural
9 public   11 public   16 public   25 public   26 public   26 public   25 pu			7 industrial/commercial	<ul> <li>15 industrial/commercial</li> </ul>	· 16 industrial/commercial	<ul> <li>6 industrial/commercial</li> </ul>	· 13 industrial/commercial	<ul> <li>56 industrial/commercial</li> </ul>
15 other   15 other   16 other   10 other			· 9 public	· 11 public	· 16 public	· 39 public	· 25 public	· 24 public
136   136			· 4 other	· 3 other	· 15 other	· 4 other	· 1 other	· 1 other
N/A   125 employees   11 businesses   12 businesses   13 businesses   13 businesses   13 businesses   15 employees   15 employees   264 empl	Residential Units Acquired(1)		• 13	• 29	• 78	• 261	• 136	• 210
S25,150   S162,200   S166,750   S25,000   S33,700   S153,50   S153,50   S162,200   S163,500   S16	Business/employees	N/A	6 businesses	11 businesses	12 businesses	3 businesses	7 businesses	5 businesses
• \$25,150       • \$162,200       • \$166,750       • \$25,000       • \$33,700         • \$15,350       • \$17,450       • \$45,900       • \$45,900       • \$45,900         N/A       No disproportionate impacts       18 households –       18 households –       • Up 126 households – Mobile       • Up 113 households – Mobile         Jackson Heights       Jackson Heights       Manor, Bonnevista and Riverview Terrace       Miverview Terrace	Fiscal		The Company was	i i simprojeva	10 Compression	and the supposition of the suppo	are analysis are	2 million cas
N/A No disproportionate impacts 18 households – 38 households – • Up to 126 households – Mobile • Up to 113 households – Mobile Jackson Heights Jackson Heights Manor, Bonnevista and Riverview Terrace Riverview Terrace	Annual tax loss (Scott County)  Annual tax loss (Carver County)			• \$162,200 • \$ 17,450	• \$166,750 • \$ 45,900		• \$33,700 • \$84,350	• \$44,200 • \$32,150
Jackson Heights Manor, Bonnevista and Manor, Bonnevista and Riverview Terrace Riverview Terrace	Environmental Justice	N/A	No disproportionate impacts	18 households -	38 households -	Up to 126 households - Mobile	Up to 113 households - Mobile	<ul> <li>Up to 182 households – Mobile</li> </ul>
				Jackson Heights	Jackson Heights	Riverview Terrace	Riverview Terrace	Manor, Bonnevista and Riverview Terrace

<sup>(</sup>I) Includes single family homes, townhomes and mobile home units. Does not include farm houses

TABLE 1-4 continued IMPACT SUMMARY

IMPACI SUMMARY							
				ALTERNATIVES	S		
	No-Build	W-2	C-2	C-2A	E-1	E-1A	E-2
SOCIAL, ECONOMIC AND ENVIRONMENTAL IMPACTS	TAL IMPACTS						
Neighborhoods	N/A	River Bluff Estates (Carver)	<ul> <li>Jackson Heights</li> </ul>	<ul> <li>Jackson Heights</li> </ul>	<ul> <li>Mobile Manor, Bonnevista and Riverview Terrace</li> </ul>	<ul> <li>Mobile Manor, Bonnevista and Riverview Terrace</li> </ul>	<ul> <li>Mobile Manor, Bonnevista, and Riverview Terrace</li> </ul>
		<ul> <li>Separates small portion of</li> </ul>	<ul> <li>Heights of Chaska</li> </ul>	<ul> <li>Heights of Chaska</li> </ul>	<ul> <li>Separates established</li> </ul>	<ul> <li>Separates Chaska and</li> </ul>	Separates Chaska and Chanhassen
		Carver	<ul> <li>Separates Carver and Chaska</li> </ul>	<ul> <li>Separates Carver and Chaska</li> </ul>	neighborhoods east and west of Audubon Road	Chanhassen	
Community Facilities	N/A	Renaissance Festival (private)	No impact	Chaska maintenance facility	<ul> <li>Church, church residence</li> </ul>	School property	St. John's Cemetery expansion
				(minor land acquisition)	<ul> <li>School property</li> </ul>		School property
Access	N/A	<ul> <li>Existing US 212 realigned</li> </ul>	<ul> <li>Affects design of US 169/ existing TH 41 interchange and</li> </ul>	<ul> <li>Affects design of US 169/ existing TH 41 interchange and</li> </ul>	<ul> <li>Affects design of US 169/ existing TH 41 interchange and</li> </ul>	<ul> <li>Affects design of US 169/ existing TH 41 interchange and</li> </ul>	<ul> <li>Affects design of US 169/ existing TH 41 interchange and</li> </ul>
		<ul> <li>Mt. Hope Road extended to realigned existing US 212</li> </ul>	US 169/CSAH 69 interchange	US 169/CSAH 69 interchange	US 169/CSAH 69 interchange	US 169/CSAH 69 interchange	US 169/CSAH 69 interchange
		Series Series Series	<ul> <li>Assumes existing</li> </ul>	<ul> <li>Assumes existing</li> </ul>	<ul> <li>Numerous local roadway</li> </ul>		
			TH 41/CSAH 78 realigned to the	TH 41/CSAH 78 realigned to	alterations needed to restore		
			Local ramps at New	Local ramps at New	access to affected barcers		
			US 212/CSAH 11 interchange	US 212/CSAH 11 interchange			
Cultural Resources	Walnut Street Historic District	Effect cannot be determined at this time	<ul> <li>Athletic Field (a.k.a Chaska Cubs Ball Field)</li> </ul>	Effect cannot be determined at this time	No adverse effect	No adverse effect; assumes align- ment will avoid archeological site	No adverse effect; assumes align- ment will avoid archeological site
	(downtown Chaska)		<ul> <li>Effect on other resources cannot be determined at this time</li> </ul>				
Parks, Trails, Recreational Areas (Section 4(f)		20.4 acres MVNWR     30.6 acres MVSRA/MV	<ul> <li>8.5 acres MVNWR</li> <li>22.3 acres MVSRA/MV Trails</li> </ul>	<ul> <li>36.1 acres MVNWR</li> <li>5.4 acres MVSRA/MV Trails</li> </ul>	<ul> <li>12.0 acres MVSRA/MV Trails</li> <li>10.4 acres Pioneer Park/ Chaska High School/ Pioneer</li> </ul>	<ul> <li>12.0 acres MVSRA/MV Trails</li> <li>2.7 acres Pioneer Park/ Chaska</li> <li>High School/ Pioneer Ridge</li> </ul>	<ul> <li>4.2 acres MVSRA/MV Trails</li> <li>1.1 acres Pioneer Park/ Chaska</li> <li>High School/ Pioneer Ridge</li> </ul>
		_			Ridge Freshman Center Complex	Freshman Center Complex	Freshman Center Complex
	N/A		3.5 acres - Athletic Park, Chaska		• 1.4 miles (1.3 acres) Audubon	1,000 feet (0.2 acres) Audubon	1,000 feet (0.2 acres) Audubon
			(possibly all 8 acres)		<ul> <li>4,200 feet (0.8 acres) Chaska</li> </ul>	800 feet (0.2 acres) City of	800 feet (0.2 acres) City of
					Trail Segments	Chaska Trail Segments	Chaska Trail Segments
Threatened and Endangered Species	No adverse impacts	(Potential) freshwater mussel concentrations	<ul> <li>None listed within ½ mile</li> </ul>	■ None listed within ½ mile	<ul> <li>None listed within ½ mile</li> </ul>	Sterile sedge (federal threatened and   endangered) and other plant species	Sterile sedge (federal threatened and endangered) and other plant species
	been observed	Kitten Tails (state threatened)	<ul> <li>Tier II mussel study</li> </ul>	Tier II mussel study	Tier II mussel study	associated with Seminary Fen native	associated with Seminary Fen native
		<ul> <li>Hills Thistle (state</li> </ul>	recommended	recommend	recommended	biodiversity	biodiversity
		endangered)					
		<ul> <li>Regal Fritillary butterfly (state special concern)</li> <li>Tier II mussel study</li> </ul>				_	
Vegetation/Habitat Communities	N/A	Shading effects     Coll proper track debries and	Shading effects     Calt carry track debris and	Shading effects     Call saray track debris and	Shading effects	Shading effects     Calt spray track dehric and	Shading effects     Salt spray track debris and
		opportunistic invasive species	opportunistic invasive species	opportunistic invasive species		opportunistic invasive species	
		Bridge piers may create	Bridge piers may create	Bridge piers may create	Bridge piers may create	Bridge piers may create obstacles	Bridge piers may create obstacles
		creates flight barrier for birds	creates flight barrier for birds	creates flight barrier for birds	creates flight barrier for birds	barrier for birds	barrier for birds
Floodplain Forest/Old Growth Floodplain		25 acres	16 acres	21 acres (bat colony within 1/2 mile)	7 acres		9 acres
Maple-Basswood Forest		0 acres	11 acres	22 acres	10 acres	11 acres	13 acres
Oak Forest		5 acres	4 acres	2 acres	4 acres	6 acres	l acre
Lowland Hardwood Forest		3 acres	6 acres	12 acres	I acre	8 acres	2 acres
New Edge     Native Vegetation		14,350 feet Carver Marsh and Chaska Lake	12,300 feet MVNWR	19,500 feet MVNWR	8,600 feet Nyssen's Lake (3 acres)	12,700 feet Nyssen's Lake (3 acres) and SFWC	14,300 feet Nyssen's Lake (7 acres) and SFWC
- Indian action		Cut of tradition dies Compare			the same of same of the same o	The second secon	The second secon

TH 41 Minnesota River Crossing
Draft Environmental Impact Statement - Cooperating Agency Review Draft

1-15

## TABLE 1-4 continued IMPACT SUMMARY

E-1  E-1A  CFC Areas 1 or 3  No impacts to CFC Area 1 Potential contamination on of CFC Area 2  impact to CFC Area 2  impact to CFC Area 3  Major transport to CFC Area 3  Major transport to CFC Area 3  Major transport to CFC Area 2  impact to					ALTERNATIVES			
Schem Warr Roadf   NA   Al Laces   Al Lace	GENERAL IMPACTS	Ding-on	W-2	5-2	C-2A	15-1	E-1A	15-2
Source West Rundf   NA   4.4 acres   4.77 acres   4.07 acres   4.10	Seminary Fen/Assumption Creek	N/A	No impact	No impact	No impact	No impact to CFC Areas 1 or 3. Water table drawdown 0.1 ft. to small portion of CFC Area 2	No impacts to CFC Area 1. Potential contamination on transport to CFC Area 3. Major impact to CFC Area 3.	No impacts to CFC Area 1. Potential contamination on transport to CFC Area 3. Major impact to CFC Area 2.
NA 120 arcs (133) 172 arcs (149) 172 arcs (240) 173 arcs (240) 172	Surface Water Quality/Storm Water Runoff						Impact to CFC Area 2	Impact to CFC Area 2.
MA Input nt scenic taller, Note: the state of the formation flower in the state of the formation of the formation flower in the state of the formation flower i	<ul> <li>Impervious surface</li> <li>Permanent ponding storage requirement</li> </ul>	N/A			• 60.3 acres • 17.2 acre-ft. (24.0)	<ul> <li>48.3 acres</li> <li>15.0 acre-ft. (33.2) – High</li> </ul>	<ul> <li>52.9 acres</li> <li>14.9 acre-ft. (26) (both profile</li> </ul>	<ul> <li>47.7 acres</li> <li>14.8 acre-ft. (29.6) (both profile</li> </ul>
N/A 12 o acres   12.0 acres   1	(% in floodplain)					Profile  14.7 acre ft. (38) – Low Profile	options)	options)
Profession of the Control of Engineering of direct   Profession of the Atlantic Rivery   1,750 feet (Minneson Rivery   1,750	Wedland Impacts	N/A	12 9 acres	12.9 acres	17.5 acres	9.4 acres (both profile options)	High: 16.2 acres	22.5 acres (both profile options)
ment NA P. 2021 feet (Minnesota River) - 7,225 feet (Minnesota River) - 1,464 feet (Minnesota River) - 1,265 feet (Minnesota	Wild and Scenic River	N/A	Impact on scenic value (Note: this sec	ction of the Minnesota River is not current	3	out it is on the National River Inventory)		
NA - 0.01 feet  NA Promisid devatering of direct Promisid devateri	Floodplain/Waterbodies Floodplain encroachment		<ul> <li>7,920 feet (Minnesota River)</li> </ul>	<ul> <li>7,250 feet (Minnesota River)</li> </ul>	13	• 5,730 feet (Minnesota River)	• 5,716 feet (Minnesota River)	• 5,934 feet (Minnesota River)
N/A Penerial dewatering of direct impacts to groundware, not conceasive promised evaceable of the construction impacts to groundware, not impact to groundware, not construction in geodicions it of dBA as is receptors.  1 dBA over exist.  1 dBA as is receptors.  1 dBA over exist.  1 dBA over exist.  1 dBA as is receptors.  1 dBA over exist.  1 dBA over exist.  1 dBA as is receptors.  1 dBA over exist.  1 dBA over explores lower than low profile.  1 dBA over exist.	<ul> <li>Increase in flood elevation</li> </ul>	N/A	• 0.01 foot	<ul> <li>0.02 foot</li> </ul>	<ul> <li>1,464 reet (Bluff Creek)</li> <li>0.01 foot</li> </ul>	• 0.02 foot	<ul> <li>Ib3 feet (Bluff Creek)</li> <li>0.02 foot</li> </ul>	<ul> <li>166 feet (Bluff Creek)</li> <li>0.01 foot</li> </ul>
IddA over exist.   State standards exceeded by 1 to   State standards exceeded by 1	Groundwater	N/A	Potential dewatering or direct impacts to groundwater, not	Potential dewatering or direct impacts to groundwater, not	Potential dewatering or direct impacts to groundwater, not	<ul> <li>Potential dewatering or direct impacts to groundwater, limited</li> </ul>	<ul> <li>Potential dewatering or direct impacts to groundwater, limited</li> </ul>	Potential dewatering or direct impacts to groundwater limited
IdBA over exist:   State standards exceeded by 1 to   State standards exceeded by 1			excessive	excessive	excessive	with assumed pier construction  High profile less potential for impact than Low profile	with assumed pier construction  High profile less potential for impact than Low profile	with assumed pier construction  High profile less potential for impact than Low profile
ing conditions:    ColdA at 3   Secretors   10   Sales standards exceeded by 10   Sales standards   Sales	Physical							7
ation	Ause (usyume) (Aoru)		Static statitudes exceeded by 4 to 16 dBA at 5 receptors Noise levels near downtown Chaska are 4 dBA lower than No-Build		static standards exceeded by 1 8 dBA at 12 receptors 7 of 15 receptors lower than No-Build	state standards exceeded by 4 to 12 dBA at five receptors 5 of 13 receptors lower than No-Build	State standards exceeded by 1 to 9 dBA at 6 receptors 4 of 13 receptors lower than No-Build	
Reduced MSAT missions in the immediate area of the project expected relative to No-Build, due to reduced VHT and FFA's MSAT reduction programs, and the immediate area of the project expected relative to No-Build, due to reduced VHT and FFA's MSAT reduction programs, and the immediate area of the project expected relative to No-Build, due to reduced VHT and FFA's MSAT reduction programs, and the immediate area of the project expected relative to No-Build, due to reduced VHT and FFA's MSAT reduction programs, and the immediate area of the project expected relative to No-Build, due to reduced VHT and FFA's MSAT reduction programs, and the immediate area of the project expected relative to No-Build, due to reduced VHT and FFA's MSAT reduction programs, and the immediate area of the project expected relative to No-Build, due to reduced VHT and FFA's MSAT reduction programs, and the immediate area of the project expected relative to No-Build, due to reduced VHT and FFA's MSAT reduction in allowers in the immediate area of the project expected relative to No-Build, due to reduced VHT and FFA's MSAT reduction in allowers in the immediate area of the project expected relative to No-Build, due to reduced VHT and FFA's MSAT reduction in allowers in the immediate area of the project expected relative to No-Build due to reduced VHT and FFA's MSAT reduction in allowers its sets.  1 Dow risk sites.  1 Dow risk sites.  1 Dow risk sites.  1 A high risk sites.  1 A light risk sites.  1 A					<ul> <li>Downtown Chaska 3 dBA lower than No-Build</li> </ul>			
stion  4 low risk sites 5 low risk sites  8 medium risk sites 4 high risk sites 5 londer 5 low-moders 5 londer 5 low-moders 5 londer 5 low-moders 5 low-moders 5 low-moders 6 low-moderate income families 5 low-moderate income families 6 low-moderate income families 7 low-moderate income families 8 low-moderate income families 8 low-moderate income families 1 low-moderate income families 1 low-moderat	Air Quality		×	Reduced MSAT emissions in the imme	diate area of the project expected rela-	tive to No-Build, due to reduced VHT	and EPA's MSAT reduction programs	
4.3 inclum risk sites  4.3 inclum risk sites  4.3 inclum risk sites  4.3 inclum risk sites  5.4 high risk sites  4.3 inclum risk sites  5.4 high risk sites  4.4 high risk sites	Coil Water Contamination			27 our rick cites	27 low rick sites	= 10 low risk sites	and Li A S MISA I reduction programs	ď
Soils – Length of Sto feet . 1,950 feet . 1,	Soil, Water Comamination				<ul> <li>2 medium risk sites</li> </ul>		8 medium risk sites	<ul> <li>5 medium risk sites</li> </ul>
Soils - Length of N/A					9 high risk sites	4 high risk sites	<ul> <li>4 high risk sites</li> </ul>	<ul> <li>3 high risk sites</li> </ul>
Soils - Length of   1.950 feet   1.950 fee	Visual Quality	N/A			antial permanent impacts, highly visib	le to neighbors, travelers, and riverway	users	
14 land owners   14 land owners   14 land owners   15 agricultural parcels   15 agricultural parcels   17 agricultural parcels   17 agricultural parcels   17 agricultural parcels   10 acres   10 a	Steep Slopes, Erodible Soils - Length of erodible soil crossing		550 feet		4,980 feet	3,000 feet	4,700 feet	2,610 feet
N/A	Farmland	N/A	9 land owners	• 14 land owners	<ul> <li>14 land owners</li> </ul>	6 land owners	6 land owners	7 land owners
N/A    Local traffic congestion and access impacts; noise near sensitive receptors, temporary channel obstructions, impacts to aquatic species habitat   N/A			1 / agricultural parcels     91 acres	<ul> <li>15 agricultural parcels</li> <li>148 acres</li> </ul>	<ul> <li>101 acres</li> </ul>	50 acres	10 agricultural parcels 92 acres	80 acres
N/A  Local traffic congestion and access impacts; noise near sensitive receptors, temporary channel obstructions, impacts to aquatic species habitat  Assumed US 169 south frontage  Assumed US 169/existing  TH 41 interchange removes  Th 41 interchange removes  Th 41 interchange removes  Th 41 interchange removes  Th 42 interchange removes  Th 43 interchange removes  Th 44 interchange removes  Th 45 interchange removes  Th 45 interchange removes  Th 46 interchange removes  Th 47 interchange removes  Th 47 interchange removes  Th 48 interchange removes  Th 49 interchange removes  Th 40 interchange removes  Th 4	Excess/Borrow	N/A	Preliminary estimates indicate that up	to 3.3 million cubic yards of borrow	may be required for this project.			
NA Local traitic congestion and access impacts, noise near sensitive receptors; temporary channel obstructions, impacts to aquatic species habitat  NA  Assumed US 169 south frontage TH 41 interchange removes 3 homes Nomes Reduction in affordable housing any affect businesses, broader may affect businesses, broader shoulding  Now-moderate income families Now-mode	OTHER							
N/A - Assumed US 169 south frontage   Assumed US 169/existing   Reduction in affordable housing   TH 41 interchange removes   Th 41 interchange remove	Construction Impacts	N/A	Local traffic congestion and access in	npacts; noise near sensitive receptors,		cts to aquatic species habitat		
building  - Reduction in affordable housing  - Reduction in affordable housing  may affect businesses, broader  - Increased development intensity near corridor, potential induced development beyond study area  - Vegetation/habitat effects  N/A  - MVNWR  - MVNWR  - Social  - MVNWR  - Social  - MVNWR  - Social  - MVNWR  - Social	Indirect Impacts	N/A	<ul> <li>Assumed US 169 south frontage road removes commercial</li> </ul>	<ul> <li>Assumed US 169/existing</li> <li>TH 41 interchange removes</li> </ul>		Reduction in affordable housing may affect businesses, broader	Reduction in affordable housing may affect businesses, broader	Reduction in affordable housing may affect businesses, broader
N/A - MVNWR - Social - MVNWR - Social -			building	3 homes Reduction in affordable housing may affect businesses, broader low-moderate income families	<ul> <li>3 homes</li> <li>Reduction in affordable housing may affect businesses, broader low-moderate income families</li> </ul>	low-moderate income families	low-moderate income families	low-moderate income families
N/A  MVNWR  MVNWR  NOCial  Social				ear corridor; potential induced develop	ment beyond study area			
en Seminary Fen	Cumulative Impacts	N/A		MVNWR     Social			Social     Impacts to Mobile Manor	- 1
Potential impacts to cultural resources, land development, vegetation, wildlife, Inreatened and endangered species and wetlands.			Potential impacts to cultural resource	<ul> <li>Athletic Park</li> <li>Iand development, vegetation, wildl</li> </ul>	ife, threatened and endangered species	Seminary Fen     and wetlands.	Seminary Fen	Seminary Fen

DEPARTMENT OF THE ARMY ST. PAUL DISTRICT, CORPS OF ENGINEERS SIBLEY SQUARE AT MEARS PARK 190 5<sup>TH</sup> ST. EAST STE 401 ST. PAUL, MINNESOTA\_55101-1638

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